	PRELIMINARY MARINE ACCIDENT SUMMARY	
	<b>Vessel</b> <i>Seastreak Wall Street</i> (Official Number 1145690)	<b>Date and Location</b> January 9, 2013 Pier 11, East River Manhattan, New York, New York
	<b>NTSB Identification</b> DCA13MM005	<b>Accident Type</b> Allision


*The information in this report is preliminary and will be supplemented or corrected during the course of the investigation.*

On Wednesday, January 9, 2013, at 0841 eastern standard time, the 131-foot-long U.S.-registered passenger vessel *Seastreak Wall Street* allided with Slip D2 at Pier 11 in lower Manhattan, New York, New York. At the time of the accident, the vessel was near the end of its second trip of the day. It had departed Atlantic Highlands, New Jersey, at 0802 with 326 passengers and five crewmembers (including the master) on board. As the vessel approached Pier 11 in Manhattan, the master reduced the speed from 30 knots to 12 knots and prepared for docking the vessel starboard side to. To obtain better visibility of the dock and his crew handling lines, the master transferred propulsion control from the vessel's center console operating station to the starboard bridge wing station, about 10 feet away. He told investigators that he then walked over to the starboard console and attempted to take control there, but that the thrust controls did not respond. He returned to the center console with the belief that the transfer had been unsuccessful, but at that point the center console thrust controls did not respond either. He immediately returned to the starboard console and repeated his attempt to gain control. Moments later, the vessel's starboard-side hull struck the dock. The master told investigators that the event happened quickly and that he did not have time to issue a warning to the passengers over the onboard public address system or sound the danger signal. Preliminary data indicates that the vessel's speed was about 12 knots when the *Seastreak Wall Street* allided with the dock.

After the impact, both of the vessel's two main engines stopped and the master instructed a crewmember to restart them, which he did successfully. The master was then able to restore propulsion control and he maneuvered the vessel to nearby Slip B for docking. First responders, already on scene, boarded the vessel to assist injured passengers and transport some of them to area hospitals. One passenger was seriously injured. Eighty-three passengers and one of the crewmembers, a deck hand, had minor injuries. The *Seastreak Wall Street* sustained damage to the starboard side of the bow. One interior window at the bottom of a staircase was broken, and so were two windows on doors leading from the upper passenger accommodation area to the aft deck. In addition, the vessel's portside propeller was fouled with debris. Damage assessments are pending.

The U.S. Coast Guard classified the accident as a significant marine casualty. The National Transportation Safety Board (NTSB) launched a team of investigators and a Board Member to the scene that same afternoon to serve as the lead federal investigative agency for the accident. The Coast Guard is jointly investigating the accident in cooperation with the NTSB.

While on scene, investigators retrieved data from the vessel's main engines and closed-circuit television system, as well as from Vessel Traffic Service New York. Investigators

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also conducted extensive testing of the vessel's propulsion system. In addition, investigators interviewed crewmembers from the *Seastreak Wall Street* and obtained statements from witnesses and injured passengers. On January 16, the U.S. Army Corps of Engineers completed an initial underwater survey of the approach to Pier 11; the results are pending. The Coast Guard conducted drug and alcohol testing of all relevant crewmembers within the prescribed timeframes. The alcohol test results were negative and the drug test results are pending.

The *Seastreak Wall Street* is a twin-hulled vessel, certificated by the Coast Guard as a small passenger vessel. It was originally constructed with water jet propulsion, but in February 2012, the vessel underwent modifications to its main engines and propulsion arrangement. The existing four main engines were removed and replaced with the two MTU-manufactured diesel engines in service at the time of the accident. The water jets were replaced with controllable pitch propellers, and new helm controls were installed in the wheelhouse. The Coast Guard inspected the *Seastreak Wall Street* before it returned to service and issued a temporary certificate of inspection on July 24, 2012.

Parties to the investigation are the Coast Guard, Seastreak L.L.C. (the vessel owner), the New York City Department of Transportation (the Pier 11 owner), MTU Friedrichshafen GmbH (the manufacturer of the two main engines), and Servogear AS (the propulsion system manufacturer). Technicians from Scana Mar-el AS (the manufacturer of the wheelhouse controls for the propulsion system) provided technical assistance to the investigation. The City of New York's police and fire departments and the Office of Emergency Management assisted the NTSB on scene.